



DATE: May 25, 2016

AGENDA ITEM # 3

TO: Bicycle/Pedestrian Advisory Commission

FROM: Cedric Novenario, Staff Liaison

SUBJECT: Carmel Terrace Bicycle and Pedestrian Improvements

RECOMMENDATION:

Review and discuss conceptual designs for bicycle and pedestrian improvements for Carmel Terrace

BACKGROUND

In 2010/2011, a traffic study was conducted by Fehr & Peers, Transportation Consultants, to review traffic safety and the flow of traffic for the greater Blach Intermediate School (Blach) neighborhood. The study focused on the safety of students traveling to and from Blach. Additional areas for review were: improvements at the intersection of Miramonte Avenue and Covington Road, no-turn restrictions on Eastwood Drive, and the trial no stopping restrictions and permit parking program behind Blach at Carmel Terrace and Altamead Drive.

The study recommended projects to improve safety, which were separated into three tiers. These projects were also considered during the development of the Pedestrian Master Plan. Three projects from Tier 1 were originally programmed into the Capital Improvement Plan: Miramonte Avenue/Covington Intersection Improvements (construction completed), Covington Class I Pathway (in design), and Miramonte Avenue Pathway (conceptual plans being developed).

The City retained Siegfried as the design consultant for this project.

DISCUSSION

This project is also a Tier 1 project, however, currently unscheduled/unfunded in the Capital Improvement Program. However, it was decided to solicit feedback regarding conceptual designs for Carmel Terrace to determine if a project can be developed.

Staff and Siegfried developed 15% conceptual designs for three example improvements. These improvements are:

- Class I Pathway/walkway

- Class II (bike lanes) with a sidewalk gap closure
- Class III (bike route) with a sidewalk gap closure

Class I Pathway/walkway

The path/walkway is currently proposed on the west side, which provides access to the rear of Blach School on the same side. The path is designed to accommodate two-way bicycle traffic on the pathway and a separate space for walking. Class I paths have been constructed on Homestead Road, Rosita Avenue and Berry Avenue; however, they are designed to accommodate both cyclists and walkers in the same space. The decision to propose a separate walking space was based on previous feedback from users of existing Class I pathways regarding bicycle/pedestrian conflicts. Driveways along the path will be improved to integrate with the pathway.

The implementation of the pathway/walkway, unfortunately, necessitates the removal of parking on the west side of Carmel Terrace. Parking on the east side can remain. Staff observed parking in the evening and early morning hours seems to be minimal.

Class II (bike lanes) with a sidewalk gap closure

This option would complete the sidewalk from its current location at 1240 Carmel Terrace and extend it to Portland Avenue. This gap closure is approximately half the length of Carmel Terrace and will be on the west side. Bike Lanes are proposed in this option and will be on both sides of the roadway. However, due to the existing width of the street, parking will need to be restricted to accommodate bike lanes. To address concerns about the loss of parking, a time restricted bike lane can be implemented, similar to what is being currently designed for Covington Road. In essence, parking will be restricted during the morning and afternoon school commute times, generally one hour each. All other times, normal parking operations will exist.

Class III (bike route) with a sidewalk gap closure

This option has the same proposed improvements as the Class II option, except a bike route is proposed instead of a bike lane. No parking impacts are anticipated with this option. If this option is selected, sharrows can be used to emphasize cyclist positioning on the road.

Blach PTA Meeting

Staff presented these conceptual designs in March 2016. The PTA generally favored the Class I Pathway/walkway option as that provided the most safety benefits. They were generally not in favor of the Class III option. The Class II option was seen as the middle ground or compromise solution should there be resident concerns. The Blach PTA requested that any bicycle/pedestrian improvements be compatible should the existing pick up/drop off restriction be removed. As a sidenote, the PTA is highly interested in removing that restriction in an effort to alleviate the school congestion on Covington Road. The current Council stance is to continue with the identified Tier 1 bicycle/pedestrian improvements in the area prior to reevaluating that restriction.

Further investigation into the pick up/drop off restriction will require additional studies such as intersection level of service impacts and trip routing to and from school. Perhaps a joint



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discussion with the Planning and Transportation Commission is an appropriate venue to discuss all the total transportation considerations here.

NEXT STEPS

Staff will report to the City Council the collective feedback from the PTA, residents and the BPAC. A design recommendation may be made to the Council depending on the feedback received.

Attachment:

Carmel Terrace Conceptual Designs